







Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

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St. Paul, MN 55101

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BOARD OF DIRECTORS

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John Senior

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Peter Johnson, Ross McGlasson,
John Walker, Secretary

Terms expire 2005: Bill Handschin,
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Non-Board Member Officer: David Kettering -
Treasurer

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Railroad Division: Eric Hopp
Roundhouse Division: Noel Petit
Steamboat Division: Johann Schroeder
Executive Director: Donald Meyer

MINNEGAZZETTE

**CORRECTIONS
& NEW INFO**

Neal Heminger writes: "In the last *MinneGazette* on the back cover top picture you asked 'What's that two-wheeled thing on the platform?' Well I had my suspicions and I confirmed them with my father Joseph Heminger. The contraption on the Depot platform is a potato digger. We can't tell what the equipment is sitting behind the digger though."

Ken Albrecht also identified the two-wheeled object as a horse drawn potato digger. He goes on to say, "They must have had a creamery substation up there because they have 10 gallon cream cans. It would take a lot of milk to get that much cream—I doubt they shipped whole milk to the Twin Cities because of Ewald, Purity, etc. with local herds for the whole milk market."

OBITUARY

Barbara Thompson said, "Life is too short not to be Queen." Barb kept a full civic schedule around Excelsior, but she reserved her special attention to helping keep Minnehaha staffed and the seats filled. She staffed the ticket reservation office for several years, and became a purser on the regular operating crews. Barb could throw a line, catch the bollard and pull the 51-ton Minnehaha to a full stop right along with the best of us. She laughed, shared her talents and made others feel valued. Barb died of cancer in June.

-Bill Graham

CHAIRMAN'S COLUMN

-Charles Barthold

In my last column I discussed the need for more members to share the Museum's administrative load. I also mentioned that the Board of Directors would like to establish a better balance between the centralized Museum management and the individual activities of the museum. With those goals in mind, the Board has authorized the establishment of a series of working committees. They will have Museum-wide responsibilities, and will

have a membership from across the Museum. Once established, these committees will deal with issues before they get to the Board. If Board action is needed, the solutions will be recommended by the committee whenever possible.

As you can imagine, getting the committees started is a big project. Some are up and running. Others are just starting the organizing process. It will probably be awhile before they all are working. As you look through the list, you'll see that there are still numerous vacancies. Don't be shy. If you see a committee spot that sounds interesting (with the exception of the Executive Committee, which is limited to elected Museum officers), please contact that Chair and let him know you're interested. All members are invited to serve, even if you are new or have not previously volunteered.

Executive Committee

Members: Charles Barthold - Chair;
Mike Miller - Vice Chair; Dave Kettering - Treasurer; and John Walker - Secretary.

Duties and powers: This Committee shall have all the powers of the Board of Directors, when the Board is not in session, to direct and manage all the business of the Museum in all cases in which specific directions have not been given by the Board.

Development Committee

Duties and powers: Responsible for the development campaign, including fund raising and solicitation of property and other materials.

Members: George Bergh - at large; Bob Hawkins - Railroad; Mike Miller - Traction; Art Pew - Roundhouse; Brad Robinson - LMD; John Senior - at large; and John Walker - at large.

Finance and Investment Committee

Duties and powers: Act as the clearing house and review group for all financial issues before they reach the Board.

Members: Dave Kettering (Chair) - at large; Scott Heiderich - at large; Peter

Front cover: The express boat Stillwater, operating the Zumbra Heights route, approaches a dock. The purser is standing in the gangway, waiting to tie up. The location is probably somewhere on the upper lake, perhaps the Wildhurst dock.

Inside front cover: TCRT stationed an Inspector in a small booth at 5th and Hennepin to monitor on time performance and help solve service disruptions. He's sitting in the booth in 1947, chatting with a police officer. Minneapolis Star-Tribune photo, Minnesota Historical Society collection. The two inset photos show the booth. In the lower right view, the inspector is at the curb, talking to a company supervisor in one of the new radio equipped cars. Rail is returning to this spot, the site of the Warehouse District LRT station. Both MTM collection.

Johnson - at large; Jack Kegel - LMD; Russ Olson - Traction; Warren Olson - Railroad; and John Robinson - Roundhouse.

Collections Committee

Duties and powers: Establish and administer collection, restoration, preservation and conservation priorities, policies and procedures; establish insurance and replacement value of the Museum's collection; oversee the Museum's archive and manuscript collections, and coordinate its recommendations with the other committees.

Members: Eric Hopp (Chair) - Railroad; Bill Graham - Traction; Scott Heiderich - at large; Barney Olson - at large; John Robinson - at large; Art Pew - JSRH, Kerm Stake - LMD, and Phil Wellman - at large. Staff: Ann Merriman and Chris Olson.

Operations Committee

Duties and powers: Establish museum-wide operating policies and monitor compliance across the operating sites, coordinate operations across the operating sites, generate and monitor an annual operating budget inclusive of all the operating sites.

Members: Art Pew (Chair) - Roundhouse; Charles Barthold - Merchandise; Brad Buxton - LMD; Bill Handschin - Railroad; John Kennedy - Traction; Corbin Kidder - Minnehaha Depot; Dick Kolter - Railroad; Ken Luebeck - Classic Buses; Jim Vaitkunas - Traction.

Education Committee

Duties and powers: Create a museum-wide educational program and support materials for use at the museum's sites and educational programs.

Members: Bill Handschin (Chair) - Railroad; Louis Hoffman - Traction; Steve Schmidt - LMD; John Schroeder - at large.

Nominating Committee

Duties and powers: Identifies, interviews and recommends candidates to fill Director positions on the Board.

Members: John Walker - at large; Louis Hoffman - Traction.

The following committees are still developing their charters, which includes their Duties and Powers.

Strategic Planning And New Ventures Committee

Duties and powers:

Members: Mike Miller (Chair) -

Traction; Charles Barthold (Board Chair); Bill Handschin - at large; Peter Johnson - Railroad; Dave Kettering - at large; Ross McGlasson - LMD; Art Pew - Roundhouse; John Robinson - at large; Larry Schrenk - NPRHA; John Senior - LMD; John Walker - at large.

Marketing Committee

Members: Rod Eaton - Traction; David Gepner - at large; Dan Lamatsch - Railroad.

Membership Committee

Members: David Gepner - Traction; John Schroeder - LMD.

Exhibits Committee

Members: Noel Petit - Roundhouse; Larry Schrenk - NPRHA.

Communications Committee

Members: Wes Barris - Webmaster at large, Eric Brom - Railroad, Aaron Isaacs - Minnegazette Editor, Dick Kolter - Semaphore Editor and at large, Noel Petit - JSRH, and Jim Vaitkunas - Como-Harriet Currents Editor and at large. Staff: Ann Merriman - Steamboatin' News Editor.

Leave
A LEGACY



The Northern Pacific Hinkley depot is now the Hinkley Fire Museum. The tracks in front were formerly the Twin Cities-Duluth main line. They now extend south to North Branch and are operated by the short line St. Croix Valley Railroad. Aaron Isaacs photos.



EXECUTIVE DIRECTOR'S COLUMN

-Don Meyer

Looking ahead

The year 2002, our 40th anniversary year, has been a momentous one for the museum. For the first time, we became a year-round operation with the roundhouse remaining open on the weekends through the winter. It was also the host site for the Day Out With Thomas event that drew approximately 19,000 visitors to Jackson Street over a six-day period. And there is more.

Restoration of streetcar #1239 proceeds at a very good pace. New in Excelsior is the "Monet style" picnic on Big Island, a catered affair being held as a fundraiser for our boat operations. The Traction Division has started its planning meetings for the rehab of track and restoration of historic infrastructure at the Como-Harriet Streetcar Line, utilizing a TEA-21 grant. And the Railroad Division is actively promoting pizza trains, dinner trains, and park rangers on board for the naturalists trips, while undertaking the costly responsibility of vacating the Army Ammunition Plant previously used as a convenient storage site for our surplus equipment.

Another, more personal, anniversary is approaching, only this one far less momentous. September will mark my second anniversary as the museum's executive director. It has been an extremely rewarding, if somewhat challenging, experience to participate in all this activity.

During a recent performance review, I was asked to draft a statement regarding my own personal vision for what MTM can achieve in the next 3-5 years. It is a non-binding statement, simply submitted to the Board of Directors for use (or not) as they see fit. I would like to share it with you, as well. Please feel free to respond. You know where to reach me.

The statement is divided into three parts: Background, which simply summarizes a few key decisions made during the strategic planning process; MTM at 45, which gives my projection of what I think we can achieve by our 45th anniversary; and Resources. This last item ignores the revenue generated by operations and focuses on other support, meaning the various forms of contributions we should seek, and governance, the role of the Board, committees and staff.

Background

Mission: We retained the wording of our Mission Statement: "The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history" (as stated in the Minnegazette masthead on page 2). Everything we do should help fulfill this mission.

Vision: We adopted a Vision Statement, which is new to the museum: "We sustain the past, so that people today can experience their heritage and perpetuate its values for the benefit of future generations."

Structure: We have changed the museum's organizational structure to focus on functions. Planning and budgeting will now be the responsibility of committees created to oversee museum-wide functions. However, we retained our staffing structure that utilizes both paid and unpaid staff in management positions.

Strategy: We adopted a strategy to grow the business. In terms of financing, this was described as increasing current revenue sources while creating new ones so that no one source accounts for more than 30% of total operating revenue.

Values: We value a specific topic, surface public transportation. That is why we are not a general history museum. We value historical accuracy as demonstrated in the restoration and operation of our equipment. We value the volunteer spirit and place a great deal of responsibility on our members in order to keep functioning. And the wording of the Mission and Vision Statements explicitly show that we value creating an experience, basically understood to be a ride aboard our restored equipment. During the planning meetings we made use of the phrase "professionally run organization" to indicate an awareness, if not yet a value, of following museum industry standards, whether defined by ARM or AAM.

MTM at 45

Priority #1: Create educational programs and materials through:

- A) existing member expertise to establish a speakers bureau;
- B) partnerships with other organizations that have compatible programs, such as Operation Lifesaver, Scouting merit badge program, and the FRA;
- C) collection of oral histories;
- D) creating educational resources tied

to the public school curriculum;

E) the establishment of a unique MTM youth development program.

Priority #2: Use exhibits to create something "new" while being relevant to the communities we serve by:

- A) utilizing member collections and expertise to create temporary exhibits;
- B) engaging the services of museum professionals to assist us in designing our own exhibits, as was done with the Blair exhibit;
- C) partnerships with compatible institutions to establish exhibit exchanges, including international programs that would be of interest to the ethnically diverse community surrounding JSRH;
- D) trained docents and/or interpreters at each location;
- E) improved use of technology for video displays and interactive exhibits;
- F) populating our exhibits with human figures (statues or mannequins where appropriate) and
- G) professionally designed exhibits.

Priority #3: Expand the capacity of our current sites and operations by:

- A) upgrade the operating fleet, particularly Classic Buses and railroad coaches;
- B) host or participate in community sponsored events;
- C) functioning archives at JSRH;
- D) permanent location for LMD;
- E) train consist of baggage cars and combine as a "gallery" at Minnehaha Park;
- F) chalet depot at CHSL.

Priority #4: Expand beyond the capacity of our current sites and operations to fulfill the broader scope of our mission statement by:

- A) promoting compatible institutions within the state whose programs and exhibits fit within the umbrella of our mission;
- B) adding new sites and operations, such as the Loop, Sears Train Shed;
- C) the establishment of "chapters" around the state that will implement priorities #1 and #2 in their local communities; and
- D) begin development of a "steam" park, a wholly owned system where we can operate steam locomotives in a park-like setting.

Priority #5: Continue the strategic planning process with:

- A) the help of an independent consultant to facilitate the meetings;



This year's Memorial Day operation to Lakewood Cemetery was well patronized. Ken Albrecht built temporary platforms and stepboxes just for this purpose. It was an opportunity to view the streetcars from a different angle. Louis Hoffman photos.

- B) a restructured committee to include (at a minimum) all Board members, committee chairs, superintendents, and staff.

Resources

Support (contributions): Actively engage in donor nurture (or development) of both individual or institutional donors through:

- A) informal, personal presentations by one-on-one meetings, phone calls, letters and the distribution of case statements;
- B) formally written grant proposals; and
- C) coordinated annual campaign.

All three methods would be used to promote contributions for general operating support, specific projects or programs stemming from the five priorities mentioned above, planned giving (using the Leave A Legacy materials), and the creation of endowment funds.

Governance: Create a more strategically selected Board by:

- A) cutting back to quarterly meetings;
- B) recruit from the business, academic, and non-profit communities;
- C) make diversity a goal;

- D) eliminate Class Four as a vestige of the old divisional system; and
- E) change the title to Trustees instead of Directors, befitting a change in emphasis away from direct management of the operations.

Governance: Continue to refine the committee structure by:

- A) using them as a means to encourage the participation of non-members;
- B) moving the responsibilities of the Nominating Committee into the Executive Committee;
- C) moving the responsibilities of New Ventures into Operations, if the Strategic Planning Committee is restructured as suggested in priority #5.

Governance: Realign and expand the size of the staff as follows:

- A) four site administrators (Excelsior, Minneapolis, Saint Paul, Osceola);
- B) add program staff of an Educator and Curator;
- C) change the Administrative office to consist of a Development Director, Business Manager and Executive Director.

COMO-HARRIET STREETCAR LINE REPORT

- Louis Hoffman

Mystery house

There's a fourteen by eighteen foot house on a lake in Avon, Minnesota, near St. Cloud, that was moved from St. Paul and bears a striking resemblance to the Linden Hills Station. It's different enough that we know it's not the original. But it seems to have some connection with TCRT. It has the same type of roof, drop windows, and streetcar-like wainscot inside. The owner, **Stuart Cone** of Santa Barbara, California, brought the little house to our attention and tells us this. The house was moved from its original St. Paul location – behind a house near the corner of Macalester and Princeton Avenues – in 1970 to the lot of a house at 229 Macalester Street, just around the corner. The first house was razed for Macalester College's Science Hall and the second acquired by the College for future expansion. Does anyone know more? If so, please let me know.

New Como-Harriet book now available

A new MTM book, "The Como-Harriet Streetcar Line—A Memory Trip Through the Twin Cities", has arrived from the printers. It's 64 pages long, with 84 photos (11 in color) and a map of the Como-Harriet as it was in the 1930s. The vintage photos in the book follow the line from downtown St. Paul through Como Park, Dinkytown, downtown Minneapolis, Uptown and the lakes to Edina and Hopkins. **Aaron Isaacs** and **Bill Graham** are the authors. Aaron selected the photos, edited the text and worked with the printer through the production process. Bill wrote about some wonderful childhood memories of riding the line in the late 40s and early 50s. **John Diers** also contributed childhood memories of the line. **Michal Murawa** made the two-page map and **Russ Olson** reviewed the text for accuracy.

The new book replaces the old magazine format "Como-Harriet Story", now out of print. If you already have that publication and are wondering what's different this time, the answer is most of the book. This time it really looks like a book with a square binding. There are 64 pages instead of 40, and no advertisements this time (they took up eight pages of the old Como-Harriet Story). 69 of the 84 photos have never been published before and more are in color. Last time only 87 percent of the photos were historic, this time it's all but one.

The book retails for \$12.75 and is available at the Linden Hills depot and at all MTM stores. It's in hobby shops and a few other places, but please buy it directly from MTM. That way the entire \$12.75 goes to the Museum. We have to discount it to dealers, so MTM only gets

\$7.65 for every book sold by a dealer. Thanks to **Aaron Isaacs** for heading up the book marketing campaign, assisted by **Louis Hoffman** and **John Diers**.

You can order the book by mail. Send \$14.75 (includes \$2.00 for mailing) check or cash to: Como-Harriet book, 3816 Vincent Avenue South, Minneapolis, MN 55410.

More streetcar photos donated

Thanks to **Russ Olson**, another major Twin City streetcar photo collection has been donated. The collection belonged to the late **Arthur Rusterholz** and was donated by his daughter **Anne Rusterholz**. He took most of the approximately 450 photos himself during the 1950s, and all but a few are new to the MTM collection. In particular, there are numerous views of the Selby-Lake and Como-Harriet lines.

Volunteer update

In the last issue, we gave you the raw numbers. In this issue, we'll recognize some of the outstanding volunteers who offered their time and talent above and beyond the call of duty. Those volunteers with more than 50 hours were **Karl Jones**, 599.25; **Jim Vaitkunas**, 555.25; **Roy Harvey**, 478; **Jim Willmore**, 367.5; **Louis Hoffman**, 239.75; **Carl Barthelemy**, 183.25; **John Prestholdt**, 169.75; **Tom Beaumont**, 168.5; **George Isaacs**, 165.25; **Scott Heiderich**, 150; **Lyndon Benson**, 142.5; **Jerry Olsen**, 140.25; **Carl Wessel**, 136.75; **Maryellen Digre-Mueller**, 128.5; **Mike ("Electric") Miller**, 124.75; **Dave French**, 118; **Ken Albrecht**, 107.25; **Jim Otto**, 106.5; **Dave Culver**, 96.75; **Mark Digre**, 94.75; **Clyde Hawkins**, 77.25; **Harold Dalland**, 61.5; **Clyde Stephens**, 61; **John DeWitt**, 59.5; **Keith Lindberg**, 58.5; **Neil Howes**, 57;

Kathy Prestholdt, 55.75; **Greg Taylor**, 55; **Bettye Anderson**, 53.25; **Earl Anderson**, 53.25; **Joe Chisler**, 53.25; **Ben Exley**, 50; and **Phil Settergren**, 50.

Station agents working more than 20 hours were **Bettye Anderson**, 45.25; **Robert Stevenson**, 39.25; **Lyndon Benson**, 34.25; **Angela Frerichs**, 34; and **Betty Culver**, 20.75. Charter foremen and operators working more than 15 hours were **Jerry Olsen** at 16.75. Halloween Trolley foreman, operators, and other volunteers working more than ten hours were **Dave French**, 16; **John Kennedy**, 16; **Jerry Olsen**, 16 (these three worked all four nights); **Karl Jones**, 12; and **John Prestholdt**, 12. Finally, foremen and operators working more than fifty hours were **Tom Beaumont**, 94.5; **Ken Albrecht**, 75.5; **Carl Barthelemy**, 74.25; **Jim Willmore**, 71.5; **Dave French**, 65.5; **Clyde Hawkins**, 65.5; **John Prestholdt**, 61.75; **Carl Wessel**, 60.5; and **Karl Jones**, 50.

Finally, thanks to **John and Kathy Prestholdt** for compiling these statistics.

General Service Department update

May ridership totaled 4,746 passengers and 3,261 tokens. The month's biggest day was Memorial Day, held in conjunction with Lakewood Cemetery. We carried a total of 1,356 passengers (419 aboard #322 and 937 aboard #1300) with 1,111 tokens (383 aboard #322 and 728 aboard #1300).

2002 advertising shifted from the community press to the children's, family, and senior press. We placed ads in the Southwest Journal's summer activities guide – distributed to all of Minneapolis west of I-35W and south of I-394 including downtown. We've also placed ads in Minnesota Parent magazine. Our passenger survey last summer reported that nearly half of our passengers were repeat riders and most of the remainder rode because they saw our signs or our streetcars while in the lakes area. So if this round of advertising doesn't generate sufficient ridership, we'll focus exclusively on better signage and visibility and spend more money on education, interpretation, maintenance, and restoration instead of print advertising. In addition, several members volunteered to assist with marketing and public relations. They'll meet over the summer and devise a marketing and public relations plan for the Traction Division.

We're also pleased to report that **Dennis Mitzel** and Information Hotline have once again included the Como-Harriet Streetcar Line in their "Native's Guide to the Best of the Twin Cities."



Normally billed at \$1,195, Dennis includes CHSL for only \$100. This gives us access to more than 11,000 hotel rooms in the Twin Cities. Finally, thanks to the Minneapolis Park and Recreation Board for the full-page spread in the Summer 2002 Citizen's Guide. We've been included for many years but this is the first time we've gotten a whole page.

The highlight of the month – and what, aside from the Halloween Ghost Trolley – is usually the highlight of the season – is our Memorial Day operation in conjunction with Lakewood Cemetery. Lakewood starts Memorial Day with a ceremony at 10:00 a.m. followed by a variety of activities throughout the day – concerts, tours, etc. Because of the large number of visitors, there's incredible congestion at the main gate at Hennepin and 36th. So they open the gate just north of our Lake Calhoun platform and encourage people to park at Lake Harriet and come by trolley. We start at 9:00 a.m. with an advance shift. Regular trips are part and parcel of the event and we see huge passenger counts from the Lake Calhoun platform. This year, we were far better prepared for the crowds. A platform agent was assigned to Lake Calhoun platform most of the day to sell tokens, speeding up turnaround time at Lake Calhoun. We also had two beautifully crafted – by **Ken Albrecht** – temporary platforms to allow passengers to get on and off simultaneously, including from the center door of #322. We assigned two cars from 12:30 a.m. (#322 actually started earlier) to 4:30 p.m. offering service on a ten-minute headway – a total of four shifts.

With the opening of the Hiawatha light rail line coming next year, the Traction Division has been working with Metro Transit and the Metropolitan Council to have one LRV painted in TCRT colors. We're also hoping to have one or more streetcars trucked over to participate in the grand opening festivities. If possible, we'll have one or more buses there too. Thanks to Hennepin County Commissioner **Peter McLaughlin** and Metro Transit General Manager **Mike Setzer** for their interest and assistance. Commissioner McLaughlin is a long-time friend of the Museum who has helped us in many ways. Some of you may remember the generous donation of ties to the Traction Division many years ago – enough ties for all the track work we've done since their donation and quite possibly enough for the upcoming TEA-21-funded track work. These ties have been stored – at no charge to the Museum – in surplus



Louis Hoffman oversees the boarding of his son Benjamin's school group charter.
Rebecca Hamlin photo.

space at the County's Public Works Yard in Medina.

With light rail construction underway and operations only a year off, the Hiawatha Project Office has been visiting area schools. **Jim Vaitkunas** and **Carl Wessel** joined them at Anne Sullivan and Hiawatha Schools, talked about CHSL, and gave out brochures with special student passes attached.

Finally, some of you know (and a few even remember) that the Minnesota Railfans Association chartered #1300 and #1775 on June 19, 1954 – the last revenue operations on the old TCRT system the day after public operations ended. We're planning to charter an LRV train on the day before revenue operations begin on the Hiawatha line – the first revenue operations on the new line. This will be a fundraiser for the Traction Fund. We expect there will be room for about 270 members and reservations will be taken on a first-come, first-served basis. Keep a look out for this event celebrating the return of rail transit to the Twin Cities after a 49-year absence – be in on the first revenue run on the Twin Cities' new light rail line.

Mechanical Department update

After many years as Car Cleaning Crew Caller, **Hilmar Wagner** has stepped down. Thanks, Hilmar, for so many years of organizing car cleaning crews. Replacing him is **Maryellen Digre-Mueller**, who has been a fixture among car cleaners for many years. Through their hard work, and those of the small corps of volunteers who have arrived at the car barn at 8:30 a.m. one Saturday per month, our passengers' first impression is of clean streetcars.

Training and Development Department update

- Dave Culver

Thanks to the energy and help of a lot of volunteers, the Training Department's annual new operator training and recertification programs were a great success. Sixty operators, including 20 who qualified on #322, and 27 foremen, including 16 who qualified on #322, were recertified to operate in 2002. Five new operators graduated from the CHSL training academy: **Bill Arends, Rod Eaton, Brad Gilbert, David Lankinen, Don Meyer, and Bill Pim**. Welcome aboard – and thanks to all for taking the time to recertify and train!

While training and recertification may appear to be routine and simple, it takes the work and cooperation of a lot of hard working CHSL volunteers to pull it off. First, thanks to the Mechanical Department staff under the direction of Chief Mechanical Officer **Clyde Stephens**, Shop Superintendent **Karl Jones**, and a host of other volunteers for having #265 and #322 available for our early April start. As usual, they were ready on time and in great shape. Second, thanks to Superintendent of Physical Plant **Scott Heiderich** and his staff for having the plant in shape. Third, thanks to the General Services Department, General Agent **Louis Hoffman**, the Museum's Merchandise Manager, **Charles Barthold**. Louis ensured that updated policies and procedures were available and Charles saw to it that the cash register was up and running. Fourth, thanks to the crew callers, **Mark Digre** and **Jim Otto**, for scheduling foremen and operators for recertification. Fifth, thanks to the assistant instructors who assisted: **Carl Barthelemy, Tom Beaumont, Harold**

Dalland, Gary Gustafson, Roy Harvey, Charlie McCarthy, Jerry Olsen, John Prestholdt, Jim Vaitkunas, and Bob Webster. Thanks also to the 13 who volunteered as assistant trainers. We couldn't use all of you but wait until next year! Finally, thanks to the Department's "brain trust," John DeWitt (#322), Dave French (standard cars), and Maryellen Digre-Mueller (station agents) as well as the cash register trainers, Bettye Anderson, Betty Culver, Joe Chisler, and Maryellen Digre-Mueller.

Minnehaha Depot update

Stationmaster Corbin Kidder reports that 635 visitors donated \$113 in May, a good start to the season.

RAILROAD DIVISION REPORT

-Dick Kolter

The fall and early winter season found most of the Railroad Division's activities centered around getting the new work areas at the roundhouse ready to use. During that time the turntable became operational and equipment in the yard was shuffled around so that the majority of the remaining repair work could be done inside the roundhouse. Later in the winter the focus changed to helping to make the Thomas the Tank Engine event successful.

All of the museum's divisions helped on this very large Thomas project but the railroad division volunteers and equipment played the major role in the event. Since Thomas did not come with any coaches, or for that matter any source of power, the railroad division provided the passenger cars and a locomotive. For winter work three of our cars and all of our locomotives were already located at the roundhouse but it was determined that more seating capacity would be needed. On April 13 the remaining five cars in our operating fleet were brought from Osceola to the roundhouse. As it turned out the Thomas engine was followed by cars 2232, 2608, 2604, 1097, and 1213 with locomotive 559 on the other end providing the power for the train. This consist worked out quite well. Business car A-11 was parked in close proximity to the activity and was used as a hospitality car during the entire time. Cars 1102 and 1096, which were being repaired were not used and were used as displays for interested people.

During all six days, over two weekends that the event ran, railroad

staff provided a conductor, brakeman, engineer and stationmaster plus many car attendants. One or more of the division's maintenance people was present all of the time in case a problem would develop with the equipment. No problems developed during the day but one minor air leak, in a difficult position, kept repairmen busy one evening well into the wee hours of a Sunday morning.

On the evening of April 28, the last day for Thomas, a night crew came on duty to line up all the equipment at the roundhouse and prepare it for the trip back to Osceola the next day. On Monday morning the plan was to go on the BNSF from Jackson Street, through St. Anthony, to University, which is next to Shoreham and the Canadian Pacific. From there it would be east to Withrow and Osceola. As it turned out there was enough congestion so another route had to be found. Going to St. Anthony was not possible so our train was allowed to back from Jackson Street down the hill to Division Street, which is near the river at Warner Road, and then up the hill through the tunnel on the old Northern Pacific line.

The train to Osceola this day was largest we have ever taken at one time and consisted of all eight passenger cars, the SOO caboose, and two locomotives. Eleven units in all. 559 was the power. The crew became a little uneasy, including this writer who happened to be the engineer, when we found out that we would have to make a stop on the steep uphill grade to let a BNSF stack train pass us at the

Mississippi Street Crossover. Worry was unfounded, however, as upon receiving a clear signal to follow the stack train to University, the 559 got the whole train moving with out any problem, just a little smoke. The evening of that Monday found everything in Osceola ready to go to work later in the week for a charter.

The 2002 operating season started the first week of May, right after the equipment move from Jackson Street, with charters and a brunch train on Mother's Day. The brunch train sold out both of its scheduled trips and was well received by the passengers. Some even asked to buy tickets for next year. Bill Phannes, who is monitoring the food operation, feels that this was the most profitable food train we have had. One of the charters was a wedding train, another unique thing for us. The actual wedding took place on the train while it was parked on the bridge. The depot was also used that day for part of the reception. For this season we are using the Pizzarea Restaurant from Dresser to cater the food. They are providing the dishes and servers in addition to the food and are charging a reasonable price.

Another early trip was a non-revenue operation on May 18 which was the "hands on" training day for new student brakeman. This year Safety and Training Director Morten Jorgensen, and committee member Kurt Mahre conducted classes on several Saturdays during the late winter for people interested in becoming crew members. Nine people started the class and only

Recently an exhibit on the great Hinkley fire was mounted at Jackson Street. Featuring 18 paintings by well known railroad watercolorist Ted Rose, it followed the story of John Blair, the railroad porter who helped save a trainload of people from Hinkley as they fled the fire. Aaron Isaacs photo.



one was not able to finish. The Safety and Training Committee also held a Conductor's Refresher training day on March 16, designed mainly to review operating practices and to discuss ways to be more efficient. Also at the session members of the maintenance department gave demonstrations on mechanical topics like how to change a broken coupler and operating electrical equipment in the coaches.

Training committee members **Morten Jorgensen** and **Nick Modders** have worked to provide operating crew members with new rule books as the recent purchase of the Wisconsin Central by the Canadian National has made it necessary for our people to learn a few changed rules. The new rule books, used by the Canadian National, are very similar but do have enough differences to require us to change. For the most part it appears that the changes make the rules easier to understand. July 14 was the conversion date to the new rule book.

The first few weeks of the regular season went quite satisfactorily with good on time performance. Early season passenger counts were low, as is usually the case at this time of the year. As it was last year, the number of car attendants is smaller than we would like. To be sure that all the work usually done by the car people is taken care of, conductors now assign operating crew people work as attendants while the train is in motion and they don't have other work to do. This year we have modified our procedure for getting the trains made up each day. We have found that often making up the train in the morning has taken more time than is available and we wind up with a late start. In the past, some attempts to do evening switching have been successful so we are trying to do all of the switching in the evening this year. At the start of each day the operating crews receive in their orders a list of what cars will be needed for the following days operation and they are to leave the train in that order when they are done. Thus each arriving crew will usually find their train all made up and ready to go.

JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

The Jackson Street Roundhouse Museum continues to be open on weekends on Saturday (10 to 5 PM) and Sundays (1 to 5 PM). Public visitation increases as awareness of the site



Visitor George Serumgard, his son Andrew and an unknown volunteer pose in front of Thomas the Tank Engine. Note the non-seasonal snow. Janice Serumgard photo.

becomes more widespread. Special events, birthday parties, and tours, arranged during the week, are also on the rise. Thanks to the docent staff that operate the museum on weekends and on the special weekday events. Melody Martinson has been hired to assist with operation of the gift shop during weekends.

Day Out With Thomas

This spring, the Minnesota Transportation Museum sponsored a major special event, A Day Out with Thomas. The six-day event was held the last two weekends of April: April 19-21 and April 26-28, Friday through Sunday. The special event, held at the Jackson Street Roundhouse in St. Paul, was a wonderful success, in spite of cold, rainy even snowy (two days) weather. For the six days, 18,770 enthusiastic children, parents, grandparents, and visitors came to see and ride with Thomas.

The event centered on the full sized, standard gauge (four feet, eight and one half inch) Thomas the Tank Engine, children's storybook character. The Day Out With Thomas ride took place on the western side of the Jackson Street Roundhouse property. The train ride began at the turntable, traveled out the west siding, nearly to the Rice Street

Bridge, traveled easterly back on the siding on the north side of the roundhouse, and then returned, stopping short of the roundhouse turntable. The consist had Thomas facing the turntable and roundhouse. Five passenger cars were used with our 559 locomotive located on the west-end of the train. The train ride departed every one-half hour, starting at 9:00am and finishing at 5:00pm, with no 12:00 trains. Children and the families had a great time based on the many smiling faces and the general excitement exhibited by the visitors.

The event began with visitors parking along Empire Drive. Four shuttle buses transported people to the east public entrance of the Jackson Street Roundhouse. Tickets were purchased at the entrance gates by 22% of the visitors, but the majority of the tickets, some 76%, were purchased over the Internet. Children activity areas were located on the east parking lot area of the Jackson Street Roundhouse, where there were tents (with supplemental heating) featuring tattoos, face painting, an "imagination tent" with tables of operating Thomas trains and toys, all staffed by MTM volunteers. A "music tent" played children's music, and clowns and magicians roamed around the sites. Story telling and Thomas videos were presented in the children's area of Bay D. The Thomas character, Sir Topham Hat greeted visitors every hour. Multiple food vendors were located around the roundhouse grounds, with "hot" foods being the most popular food items because of the cold weather. Merchandise was sold from a large merchandise tent, located by the roundhouse front stairway, as well as from the roundhouse museum store located in Bay D.

Visitors entered the museum on the east entrance, and traveled through the museum Bay D. Visitors were "queued" up for the ride on the west side of the Jackson Street Roundhouse grounds. Rides departed every one-half hour. The public exited the train ride area, through Bay C, passing by the steam engine restoration area of the Northern Pacific #2156, manned by the steam crew, and viewing roundhouse maintenance and restoration projects. One of the Bay C "drop pits" was turned into a "wishing well", and the public generously contributed to steam restoration.

The Day Out With Thomas event was a major success. Some 200 Minnesota Transportation Museum Volunteers and paid staff helped to put on the event. Leadership was provided by **Noel Petit**,

Kelly Cochrane (Silhouette Events), Art Pew, and Dave Kettering. Railroad operational coordination was by Bob Hawkins and Bill Handschin. Charles Barthold spearheaded the huge merchandising operation. On site ticketing was managed by Pat Kytola, Ann Merriman, and Don Meyer. Wes Barris, MTM's webmaster, is currently working in Australlia, yet he managed the Thomas information on the MTM website from there. Volunteer coordinator was George Bergh. The volunteer support was tremendous! There was support from all divisions. There were many volunteers who worked multiple shifts, performed tough duties, kept trains running, kept the merchandise stocked and labeled, kept the children entertained at activity tents, kept the tents warm, directed traffic and visitors off site and on site, dressed up as Sir Topham Hat, and on and on. Thanks go all the volunteers and staff for a very successful event. A volunteer appreciation barbecue was held on June 12th and approximately 60 Thomas volunteers were able to attend.

In summary, A Day Out With Thomas in 2002 was successful beyond expectations. Thomas visited the Jackson Street Roundhouse in 1999 with approximately 7000 visitors over four days of two spring weekends. This year there were 19,574 tickets sold! The visiting public, in spite of bad weather, had a great time. Polled visitors said they would like to see Thomas return again. The youngest Thomas enthusiast was four weeks old! Visitors came from twenty states to see Thomas, including Iowa, Illinois, Kansas, North and South Dakota, Wisconsin and others. Currently, negotiations are underway to bring back A Day Out With Thomas in 2003. Proposed dates are in May with its warmer weather, but final dates will depend on Thomas availability.

Special events

A Family Day Special event was held Saturday, June 15, 2002. Approximately 100 visitors participated in the family day festivities. Five stations were set up in the museum, including a ride on the Rock Island Rocket, the museum's 12 inch gauge train. Visitors exited through Bay C and were able to view the steam engine restoration (NP#2156).

Rock Island Rocket

With Jackson Street Roundhouse site construction largely completed, the Rock Island Rocket can now operate along the northern edge of the roundhouse property, from the Rutledge Depot to the

west gate of the roundhouse site. The rocket roadbed has been graded and prepared for new track. Craig Pettgrew has constructed a new right hand turn-out, modeled after the existing left hand turn-out, so the Rocket can enter the pole barn from the west side of the building. Engine maintenance has been performed by Ted Hotvet and Bob Wilkinson. Four hundred feet of new rocket track are being constructed, will assistance from Eric Wagner and George Bergh.

LAKE MINNETONKA DIVISION REPORT

-Ann Merriman

Boat Barn Open House

Lake Minnetonka Division volunteers and staff hosted a two weekend Open House at the boat barn on April 27-28 and May 4. The purposes of the event were to give people an opportunity to see the Minnehaha during her off-season maintenance cycle, sign up new volunteers, sell nautical objects and merchandise to raise funds for the division, and see old friends. While the weather didn't cooperate the first weekend, we hosted nearly 50 visitors to the barn and sold over \$1000 in merchandise. Many of the items were from a large collection of objects donated to the division in 1991. Most of the objects do not fit within the collection policies of the Museum and had never been accessioned. Before the sale LMD staff documented each item, accessioned them into the collection, and then de-accessioned items that were sold. Many objects are still for sale in the LMD Museum store. Other items that have been accessioned into the Museum's collection are currently on display in a new exhibit named "Steam Ship Artifacts."

Minnehaha maintenance

The winter maintenance schedule for Minnehaha was busy, but all projects were finished on time. The new upper deck canvas looks great and will be more durable than the previous canvas. All evidence of wood rot discovered under the old canvas was eliminated by the application of replacement wood and new upper deck trim was fitted. Many leaks into the main deck superstructure have been eliminated through this work and Minnehaha's health has been improved greatly. The main hull was completely sanded and painted, including the re-painting of "Minnehaha" on both sides of the hull

fore and aft by Museum friend Jim Williams.

New upper deck stairs with historically accurate decorative sides that facilitate moving fore and aft over the "hump" were constructed by Dave Ire. Cliff Schlueter fixed and restained two damaged windows. Mike McWilliams once again supplied the large amounts of water needed to create the humidity chamber for hull conservation, a method that worked extremely well for the second year. Main deck seat repairs are on going, with all of the large holes re-woven with new wicker by staff member Ann Merriman with help from Museum friend Emily Kosokar. The LMD staff thanks volunteers Mike Buck, Brad Buxton, Bruce Christianson, Dave Doner, Bob Johnson, Jack Kegel, Mike Kramer, Jim Larson, Tom Roberts, Chuck Rud, Carl Soneson, Kerm Stake, and Bruce Tuttle for their skills in maintaining Minnehaha's hull and superstructure. Winter engine maintenance was conducted by volunteers Virgil Behounek, Leon Brewer, Leo Eiden, Jim Hewett, and LMD staff member Christopher Olson. The LMD offers many thanks to these talented guys.

Minnehaha launch

Minnehaha was launched on May 11 from the Minnetonka Portable Dredging Company's docks once again. The difficult launching procedure went very smoothly under the supervision of staff member Christopher Olson, volunteers Neal Heminger and General Superintendent Brad Buxton, and Museum friend Jeff Jensen. Many volunteers assisted with the launch including Leon Brewer, Steve Decatur, Leo Eiden, Jim Hewett, Bob Johnson, Jack Kegel, Anne Kramer, Mike Kramer, Mike McWilliams, Tom Roberts, Brad and Susana Robinson, Chuck Rud, Clarence Rud, Carl Soneson, Bruce Tuttle, and Steve Williams. Many other volunteers and friends of the Museum provided support with their presence and encouragement. The LMD staff thanks our volunteers and friends who attended the launch.

New volunteers

Two new engineers have signed on with the LMD this year. We welcome Dave Borchert and Frank Hollands to the ranks of trainee engineers. Both men are very experienced with boilers and will make great Minnehaha engineers. The LMD welcomes back Jim Erler to the captain schedule after a

break for the last few years. **Anne Kramer** and **Dave Doner** have finished purser training and are very welcome additions to our crew. Anne has volunteered, along with her sister Liz, on the Minnehaha since 1996 as "junior crewmen." Liz continues in her junior position and also volunteers in the Ticket Office. **Robby Monteith** has become our third junior crewman, and he will be learning every aspect of Minnehaha operations through hands-on experience. Thanks to volunteer **Jack Kegel** for his efforts in getting Robby on the boat. More pursers and engineers are still needed to fill out this season's schedule. Please call Ann at 952-474-2115 if you are interested.

New radios

Three new radios were acquired from Bearcom of St. Paul to augment our current on-board communication system. Three radios have survived six years of operation but they have seen better days. The new radios communicate with the old ones and have already been an asset to our operation. Many thanks to volunteer **Jack Kegel** for making a great deal with **Dave Jacques** of Bearcom for the radios.

Obituary

The LMD is sad to announce that our long-time volunteer and good friend **Barb Thompson** passed away in mid-June after a hard battle with cancer. Barb seemed to beat the disease and its complications for a year, but the cancer recently spread quickly throughout her body. Barb was instrumental in setting up our Ticket Office during the first years of Minnehaha operation and her good humor, grace, and personality will be greatly missed by all who knew her.

EXCELSIOR STREETCAR LINE REPORT

-Bill Graham

Car operations

Museum members have made sure to keep Car 78 visible along Water Street this summer. The streetcar runs for the Thursday afternoon Farmers' Market as well as for two operating shifts on Saturday and a Sunday afternoon shift, and it seems that more people are riding the car. The cost is low, the time commitment is short, and besides, it's fun. The farmers' market is set up in the vacant lot adjacent to the west end streetcar terminus. Offerings include bedding plants, arts and crafts, coffee and snacks, and the clientele



The work for now has shifted to the underframe, where all the mechanical equipment has been hung. The brake rigging and cylinder came from an MTM owned flatcar. Bill Graham photos.



Phil Settergren, Neil Howes and Keith Lindberg mount the resistor grids under #1239. Jerry Olson installed a ceiling light. Jim Willmore and Phil Settergren photos.





Minnehaha lays over during the week at the MTM home dock. Bill Graham photo.

runs toward grandma's, mom's and young children. As at Como-Harriet, the Excelsior Streetcar Line is attracting a growing repeat ridership, often young children under age 7 who really like to ride streetcars.

Passengers on each trip are offered a tour of the Excelsior car barn and a blow-by-blow narrative on the restoration progress of car 1239. The younger set are pleased to have the car barn tour each time they ride, even if it might have been only a week since their last tour. The operating crews are becoming ever more adept at gearing their comments to their rather young audience, quite a few of whom are very big train and streetcar enthusiasts.

One recent visitor, a 5 year old who asked very thoughtful questions, said he though that train batteries must be very big wanted to know just how big that might be. When told that they're even bigger than car batteries, he persistently asked "how much bigger?". Told that a person has to grunt and groan and turn red in the face in order to lift one, he replied, "Oh, that's what I do when I have a really bad stomach ache." He seemed satisfied with that explanation.

1239 is getting closer

All of the seats now are installed along the gate (right hand) side, including the double-length peanut row benches at the rear. The cushions have not been re-covered but instead

given a couple coats of new paint as a temporary fix. **Bob Dumas, George Ittner, Dale Olson** and others refurbished and installed the seats. Future plans call for replacing the cane fabric when funds are available. The seats on the pole (left) side of the car must wait until air pipe and electrical runs are installed on the steel sidesill of the underframe.

The rear farebox stand, donated by **Bill Olsen**, has been installed, as have the conductor's signal bells donated by the late **Gene Corbey's** widow **Mary Ann Corbey**. These bells, which came from cars 1157 and 1205 according to Gene's pencil markings on them, have a nice, clear ring and ornate brass frameworks. New standee strap hangers have been ordered from the **Schmuckel family** of Medford, WI, Amish saddle makers who provided straps for car 78 a decade ago. The 1239 project now is at the stage when many small metal parts, painstakingly gleaned from rotting TCL car bodies all over Minnesota and northern Wisconsin, can now be cleaned, polished and re-installed in their correct locations. Often, 1239's woodwork shows the screw hole marks where identical parts had been removed many years ago. It's a satisfaction to put these parts back where they belong on 1239 and see them as they once were. The car is observing her 95th birthday this year, and she looks like something the workers at 31st Street Shops in

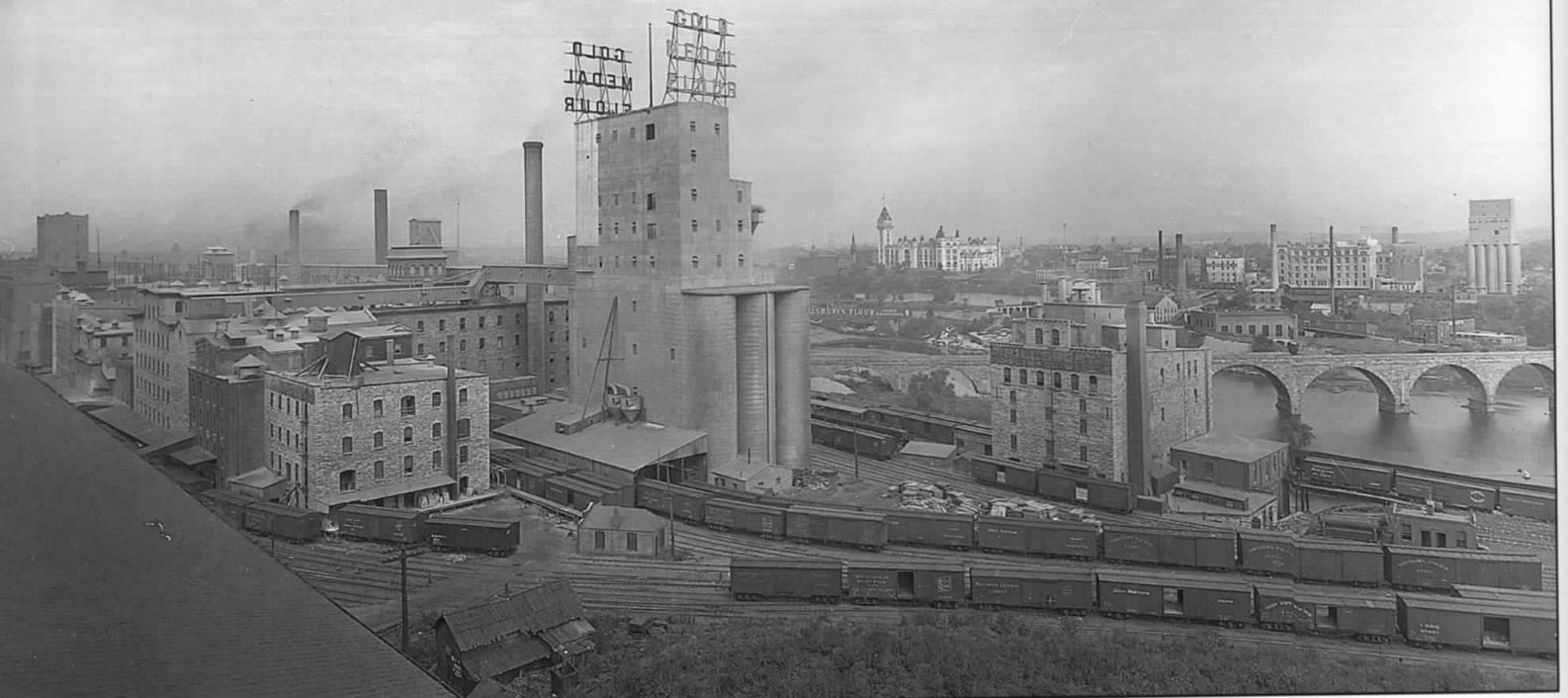
Minneapolis would have been proud of.

George Ittner cleaned and rebuilt the trolley retriever using parts from inventory. The Tuesday guys, **Neil Howes, Phil Settergren, Keith Lindberg, Jerry Olsen, Jim Willmore** and **Ken Albrecht**, have rebuilt and installed five banks of grid resistors along with the main electrical contactor switch under 1239's floor. The grid banks, received in trade for PCC car 416, had to be disassembled so that each cast iron grid could be cleaned and inspected. In placing the dozens of grids back into their frames, each had to be threaded over a new fiberglass insulator sleeve that replaced the old mica insulation. The five rebuilt banks now are hung from new oak stringers furnished by **Ken Albrecht**, and each has been wired into the car's main electrical harness. All the mechanical underfloor appliances have been installed.

Twin City Lines painted their car underframes and under-floor appliances a dark green color they called "baking enamel." This possibly refers to the practice of baking the painted parts to harden the paint and reduce chipping. Since 1239's underframe received only a coat of rust converter chemical and a preliminary coat of utility black enamel, work is proceeding to repaint the entire underframe in the correct color. It's fun to see the "Carnegie Steel" inscription on the frame members covered with fresh green paint. Volunteers are solicited and always welcome. Call **Bill Graham**, 952-435-9724.

TRESTLES OF THE WEST SIDE MILLING DISTRICT

-Aaron Isaacs



Minneapolis was known as the "Mill City", due to the concentration of flour mills, and other sorts of mills, along the Mississippi River at St. Anthony Falls. They were built to tap water power, which was diverted to the mills through a complex of mill races. Although some were located on the river's east bank, it was the west bank, or "west side", that defined the milling district.

The west side mill era at St. Anthony Falls began in 1821, with a government sawmill. The Minnesota Central was the first railroad on the west side of the river in 1865, followed by the St. Paul & Pacific in 1867.

The need to tap water power resulted in development of unusual density and railroads on stilts. Some twenty-plus mills in three rows were jammed together along the 1st Street water power canal. The canal first opened in 1857 from 5th Avenue to 6th (now Portland) Avenue. It was extended two more blocks to 8th (now Chicago) Avenue in 1865, then widened, deepened and lengthened slightly in 1885. A plank road was built over the canal.

Lacking any other place to put them, the Minneapolis & St. Louis railroad elevated its tracks on a trestle above the plank road. In fact, there were four sets of tracks accessing the mills, and three of these were on trestles.

The one closest to the river was built

The Minneapolis West Side milling district, as seen below in a post card from about 1910. The Minneapolis Western bridge is in the foreground, then the 6th Avenue wagon bridge and the stone arch bridge. At right are Twin City Rapid Transit's Main Steam Station and Lower Dam Hydroelectric Station, which supplied power for the streetcar system. Pete Bonesteel collection.



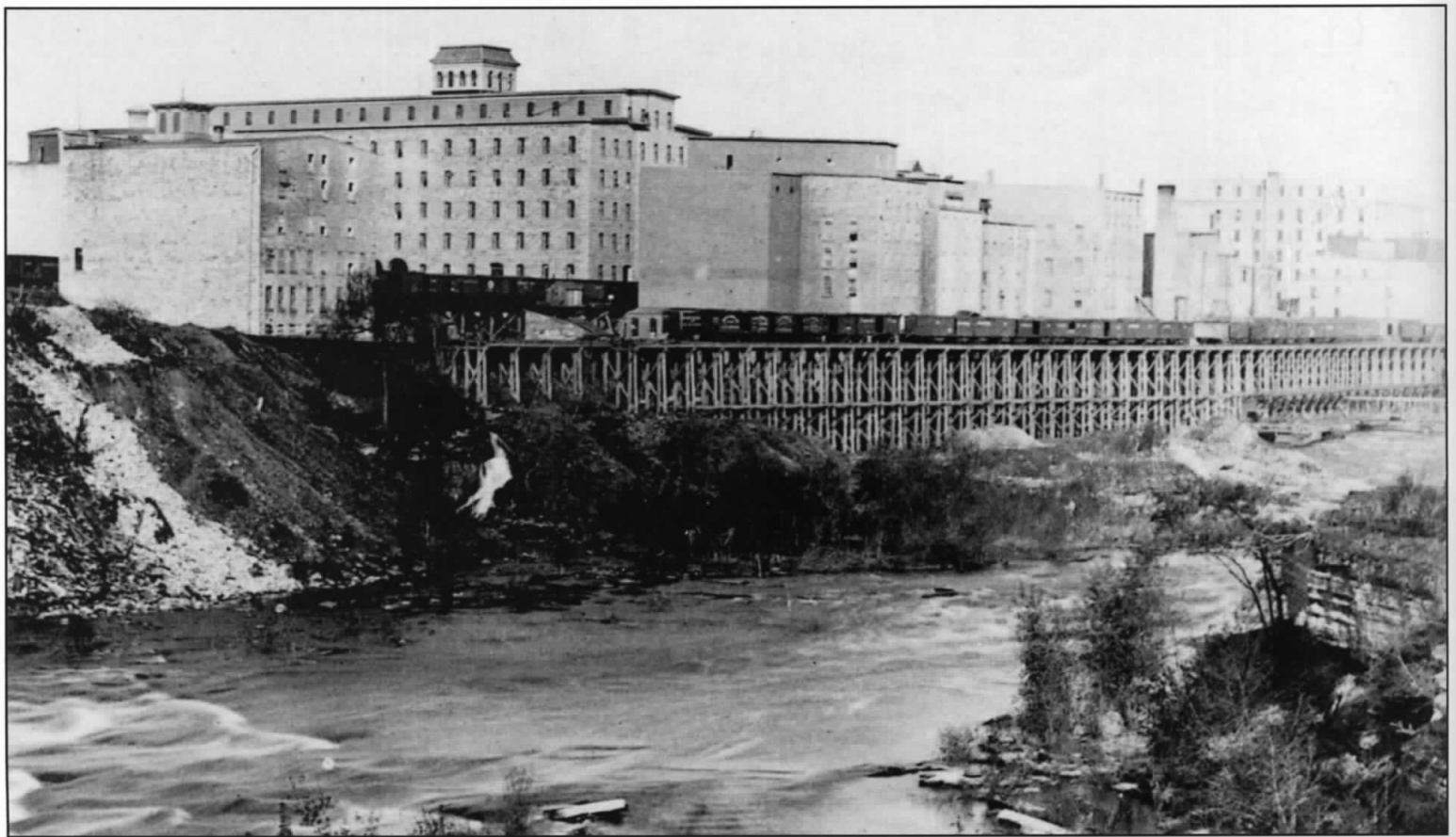
in 1879, four years before the completion of the Stone Arch Bridge, by the Minneapolis Eastern RR. It was also the highest, loading boxcars at the fourth story level of the mills. The track paralleled the passenger line from Minneapolis Union Depot, bridging the

1st Street canal. Just south of that point, the passenger line swung left across the Mississippi on the Stone Arch Bridge. The two and three track mill trestle continued straight ahead for about 800 feet, stub ending at the Palisade Mill. The original wood trestle was replaced

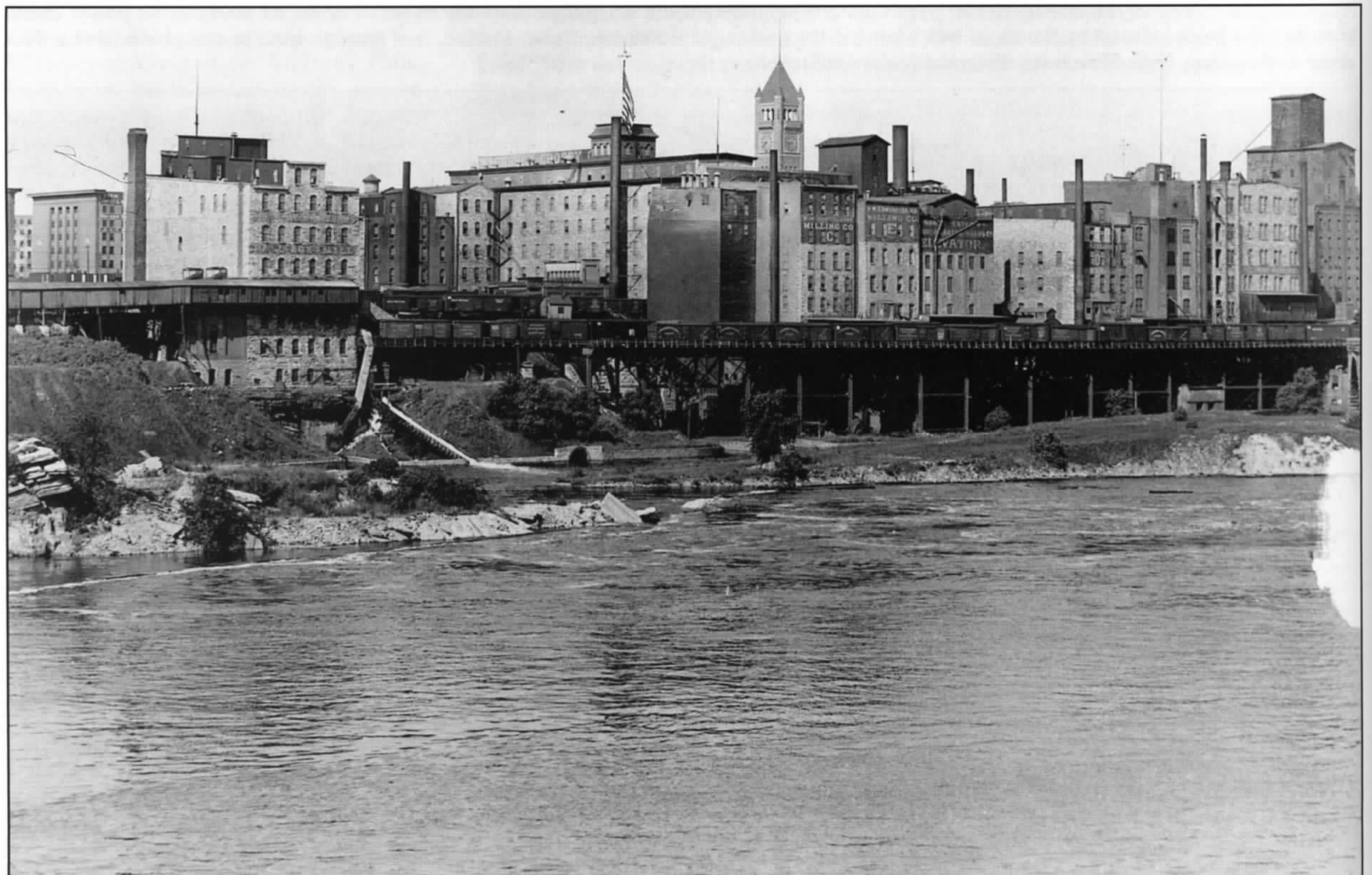


These two views look at the milling district from the northeast. They show the bridges over the entrance to the 1st Street water power canal. Note that the bridge closest to the river, which carried the passenger tracks into Union Station, is a through truss in one photo, and a deck girder in the other. Both Minnesota Historical Society collection.





The riverside trestle is shown in both its wooden and steel incarnations, taken in the 1880s and 1908. Note the tower of city hall in the later view. The trestle ended at the Palisade mill, the most southerly on the river, at far left. Both Minnesota Historical Society collection.





So high was the riverside trestle, that boxcars were loaded at what appears to be the fourth story. The flour was bagged and loaded manually. The bottom photo is in front of the Galaxy Mill, which appears at upper left in the top photo. Note the tall metal stack between the arched brick windows that appears in both photos. Minnesota Historical Society collection and Minneapolis Public Library collection.





The Palisade Mill (1872-1932) was the southernmost along the river and the water power canal. Across the river, in the distance, is the Pillsbury A mill, which survives today. Minnesota Historical Society collection.

Avenue and included an interesting feature. It was built too lightly to support locomotives. Freight cars were pushed onto the trestle and then moved about by a water powered cable located in a wheelhouse next to the Galaxy Mill.

In 1884 the trestle was sold to the Minneapolis Western, which had just opened a long steel trestle across the Mississippi, just south of the Stone Arch Bridge. The 1st Street trestle was replaced with a steel structure in 1885. Corporate control passed to the Great Northern in 1928, and it was torn down in 1936.

The 1st Street trestle was built shortly before the disastrous explosion of the Washburn "A" mill, which was located on the west side of the trestle

between 1st and 2nd Streets. The second Washburn A mill opened in 1880. A third, shorter trestle, located half a block west of 1st Street, ran through the middle of the new mill, via large openings on both sides, and extended a short distance beyond it.

Finally, tracks ran at ground level down 2nd Street, along the west edge of the mill complex.

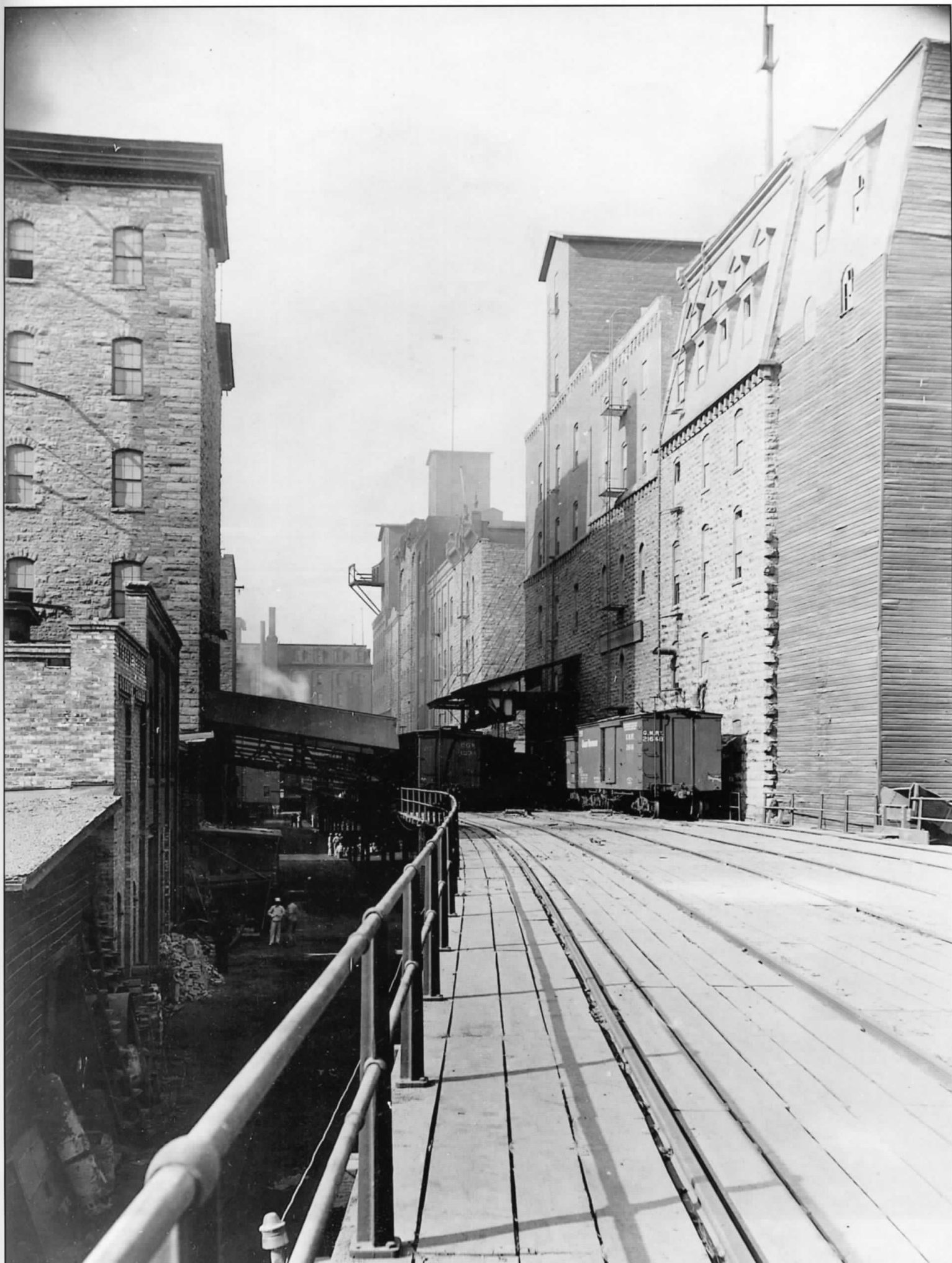
New mills were added through 1888 and production remained strong through World War I. After that, improvements in Great Lakes shipping shifted the competitive advantage to Buffalo, NY. Numerous mills closed during the 1920s and by the end of the 1930s, only about five remained. The last one closed in 1967.

In 2001, the Minneapolis Park Board opened Mill Ruins Park, a string of excavated foundations along the riverfront next to the lock and dam. Uncovered in the process were a couple of the twisted uprights from the Minneapolis Western trestle.

The Minnesota Historical Society is building a museum inside the ruins of the Washburn A mill. It is expected to open in 2003. Meanwhile, new condos are opening adjacent to the Washburn Mill. The big railroad track openings in the A mill wall are still there, and emerging from them are new rails, set into the concrete along the river side of the condos, to remind everyone where the railroad used to run.



Here is the wood, and later steel, trestle over 1st Street. The mill at right in the above view can be seen beyond the awnings at right on the opposite page. Railcars were moved about the wood trestle using a system of water powered cables. Both photos Minnesota Historical Society collection.







Left: Here are two more views of the 1st Street trestle, both wood and steel. The top photo shows the cleaned up foundations left after the catastrophic Washburn A mill explosion. The 1897 photo shows a great deal of new mill construction. For reference, the two mills at center right in the top photo appear, with added floors, to the right of the awning in the lower photo. Minnesota Historical Society collection and Minneapolis Public Library collection.

This page: The top view shows the Washburn A mill as originally built. The tracks in the foreground are along 2nd Street. The trestle between 2nd and 1st Streets, shortest of the three trestles, passes behind the mill. When rebuilt after the explosion, the mill was twice as big and the trestle passed through the building and beyond to serve the Washburn B and C mills. Minnesota Historical Society collection and Minneapolis Public Library collection.





DAILY CAPACITY, 10,000 BARRELS.

MILL A. 5500 BARRELS.

MILL B. 1500 BARRELS.

MILL C. 3000 BARRELS.

WASHBURN FLOURING MILLS. WASHBURN, CROSBY CO. PROS MINNEAPOLIS, MINN.



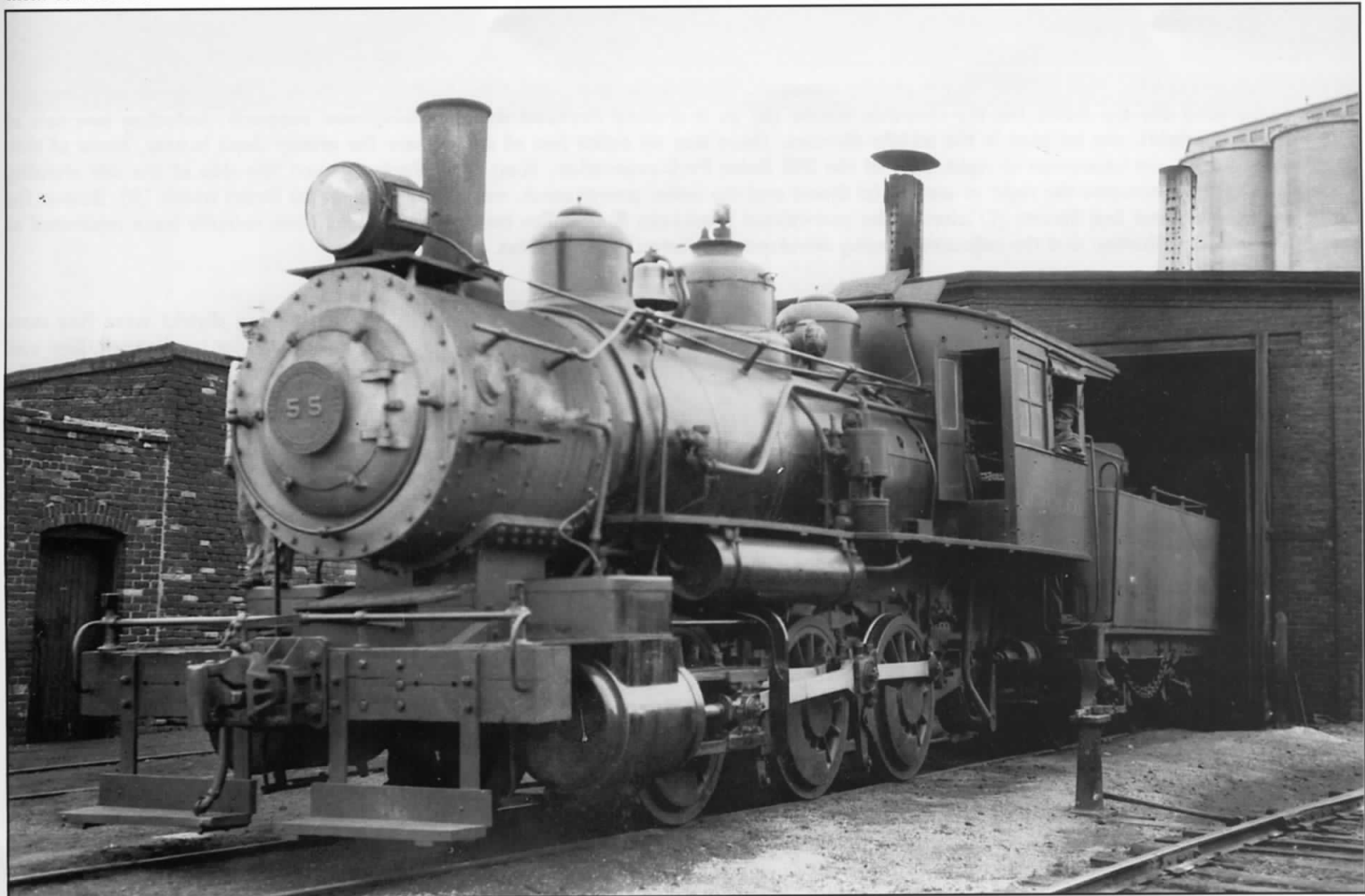
This advertising art is both an accurate depiction and a gross distortion. It accurately shows the placement of the various Washburn facilities west of 1st Street, with Park Avenue receding in the distance. However, it grossly distorts everything between 1st Street and the river. There was in fact another row of mills between 1st and the river that would have blocked this view, as well as the riverside trestle. The stone arch bridge gained the west bank a block to the right, and would not have appeared in this frame. Minnesota Historical Society collection.

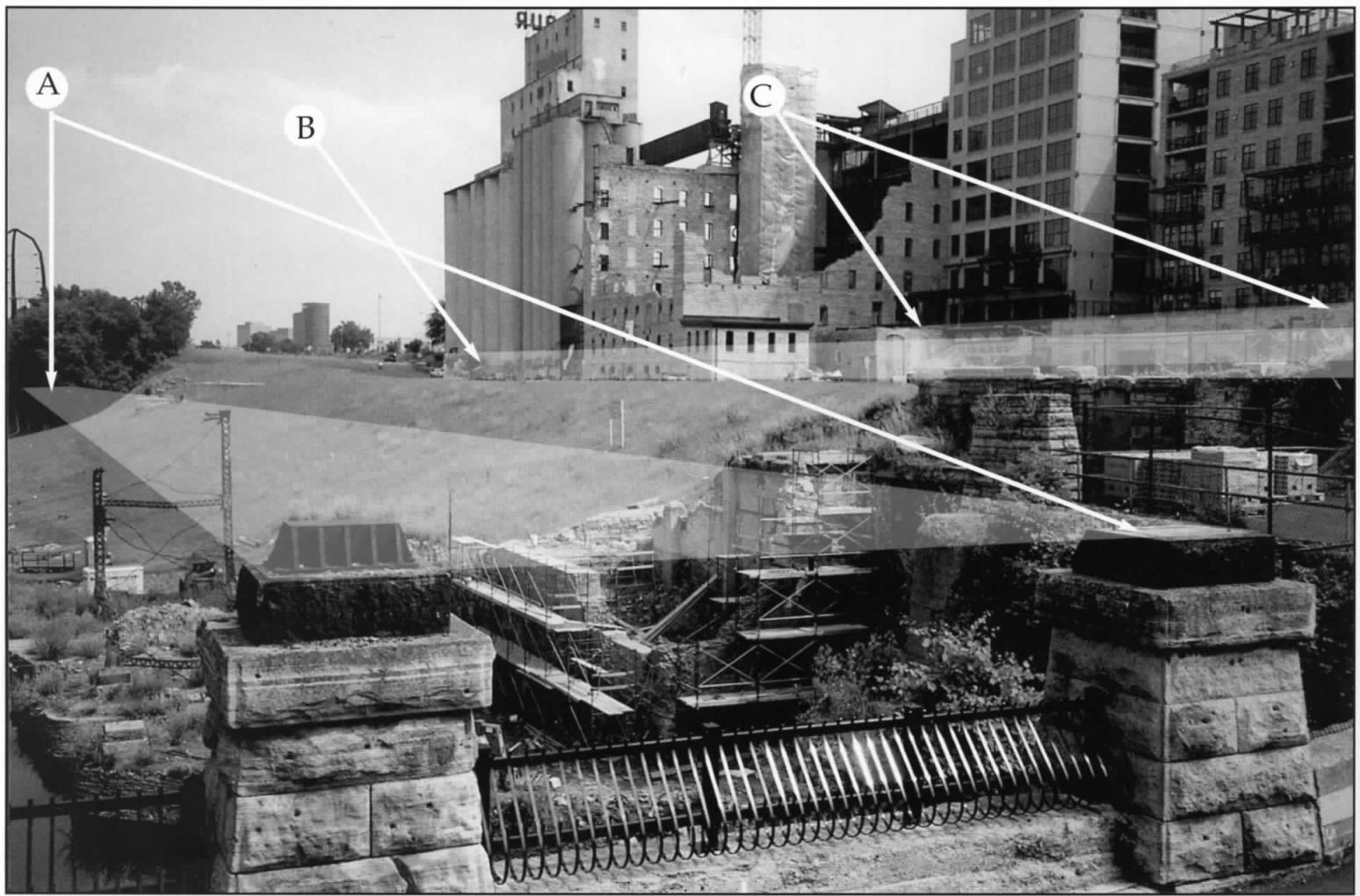
Opposite page top: Looking down Portland Avenue toward the river. The 2nd Street tracks are in the foreground. The end of the 1st Street trestle can be seen partially in the shadows at left. Both Minnesota Historical Society collection.





Here are two of the switchers that worked the mills. Minneapolis Eastern #4 sits next to the still standing enginehouse along 1st Street. The Railway Transfer yard, now the site of the proposed new Guthrie Theater, was the staging area for the milling district. O-6-O #55 occupied the two-story enginehouse just south of the mills. It is shown in 1934. Harold Van Horn and William Moneypenny photos, MTM collection.





All that's left of the West Side milling district and its railroads. Shading has been added to show the locations of the original three trestles. In the foreground are the bases for the riverside trestle (A) as it crossed Portland Avenue. Additional supports, including two sets of mangled steel uprights, can be seen in the middle distance. There was an entire row of mills where the grassy slope is now. Some of their foundations have been uncovered at right, part of the Mill Ruins Park excavation. West River Parkway (just this side of the still standing grain elevator) now occupies the right of way of 1st Street and the water power canal, over which was the 1st Street trestle (B). Below: The trestle between 1st and 2nd Streets (C) pierced the now-ruined Washburn A mill. The trestle's two tracks have recently been replicated as part of the mill stabilization and the adjacent housing development. Aaron Isaacs photos.



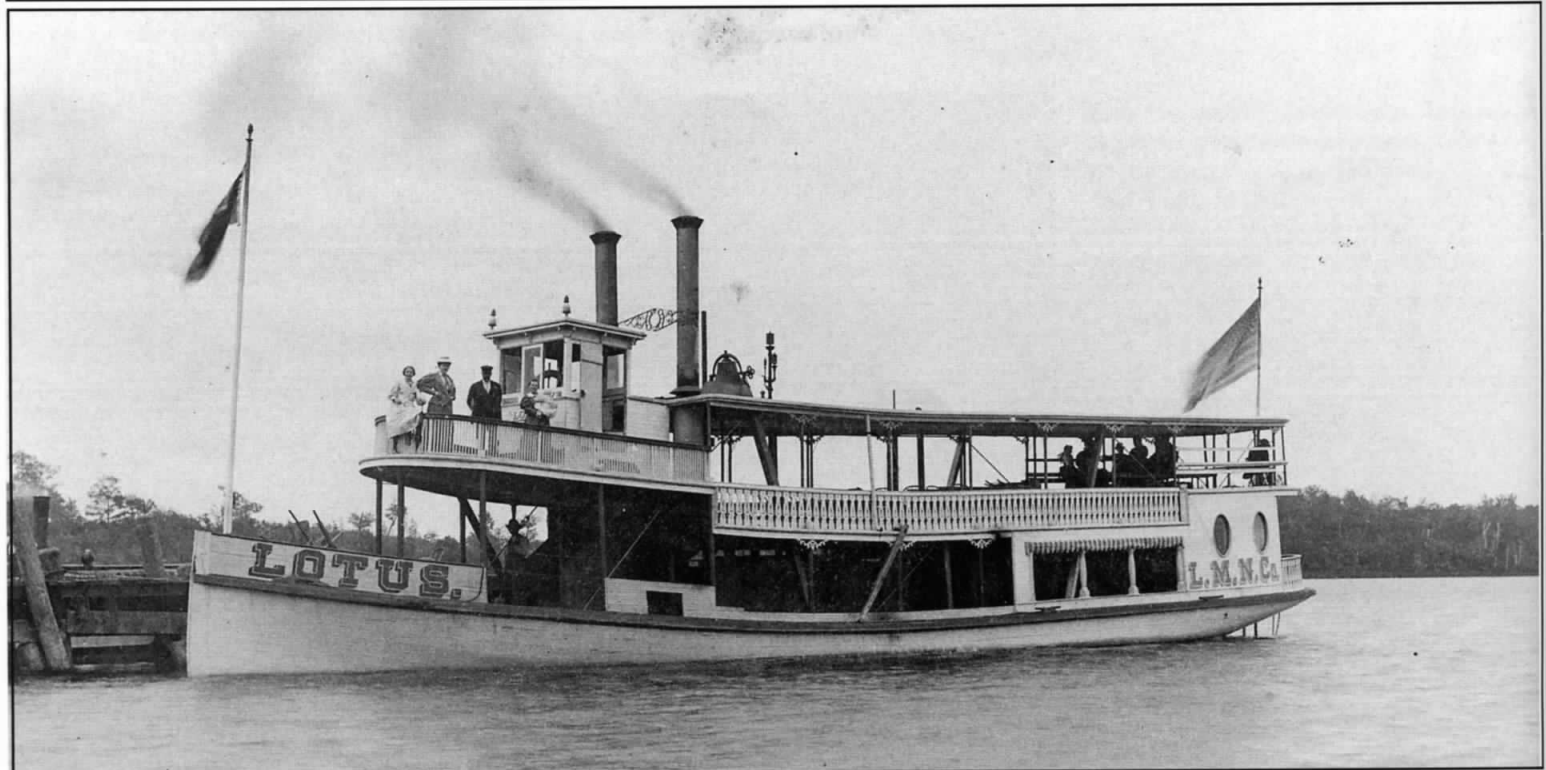
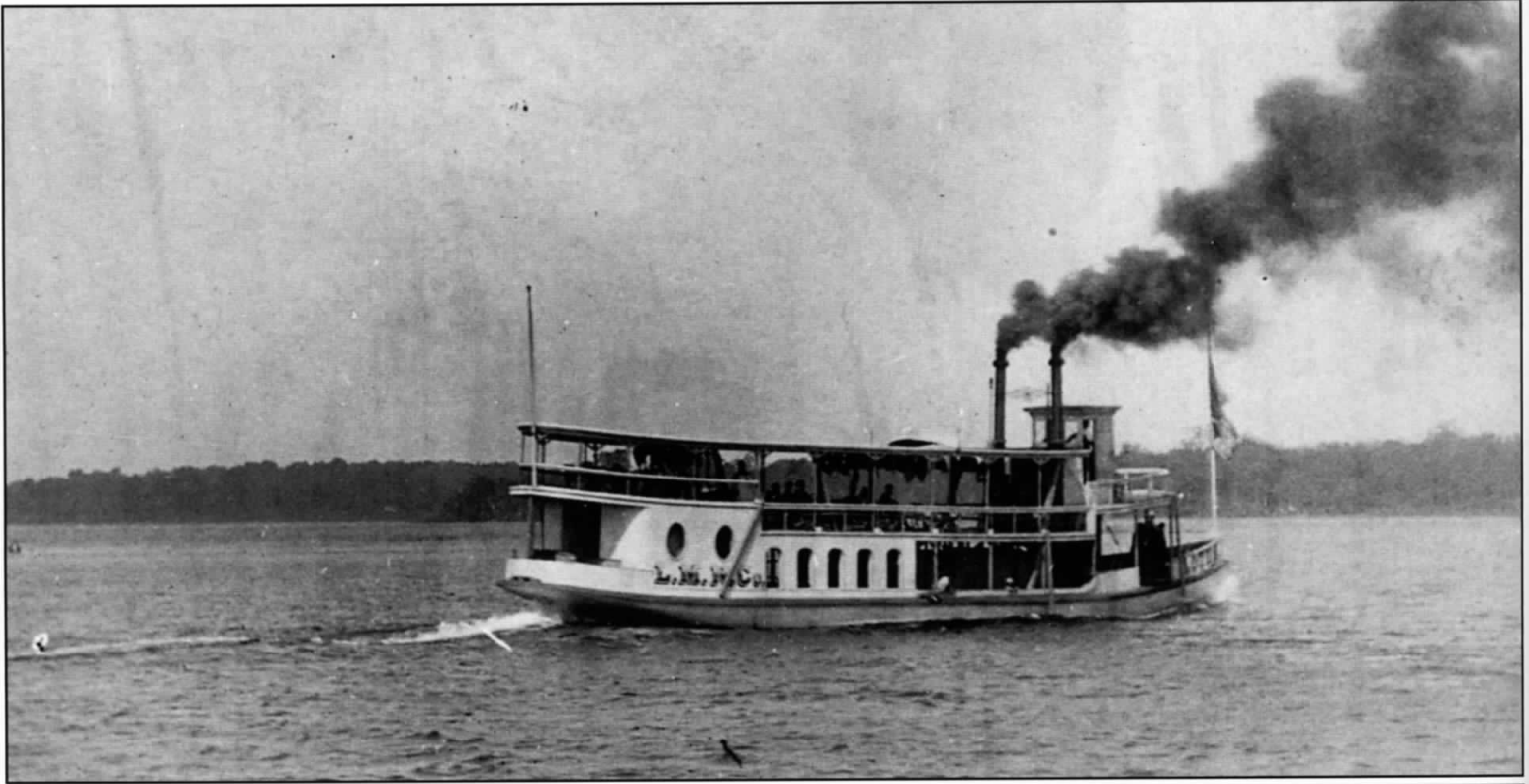
Near the milling district were two more examples of major trestlework. Just east of the Railway Transfer yard, on the west bank, stood the Minnegasco coal gasification plant. A small gasoline locomotive can be seen pushing two gondolas of coal at the end of the trestle leading from the yard. Below it, circling the plant, is another set of electrified (and perhaps narrow gauge) trestles featuring very sharp radius curves and (it appears) sidesaddle overhead wire. Two short coal cars are visible at far right. Can any reader tell us more about this in-plant railway? Minnesota Historical Society collection. Across the river, TCRT's Main Steam Station featured three elevated tracks, one of which entered the building. It was electrified with third rail, and steeplecab locomotive #20 is on the upper track at right. MTM collection.

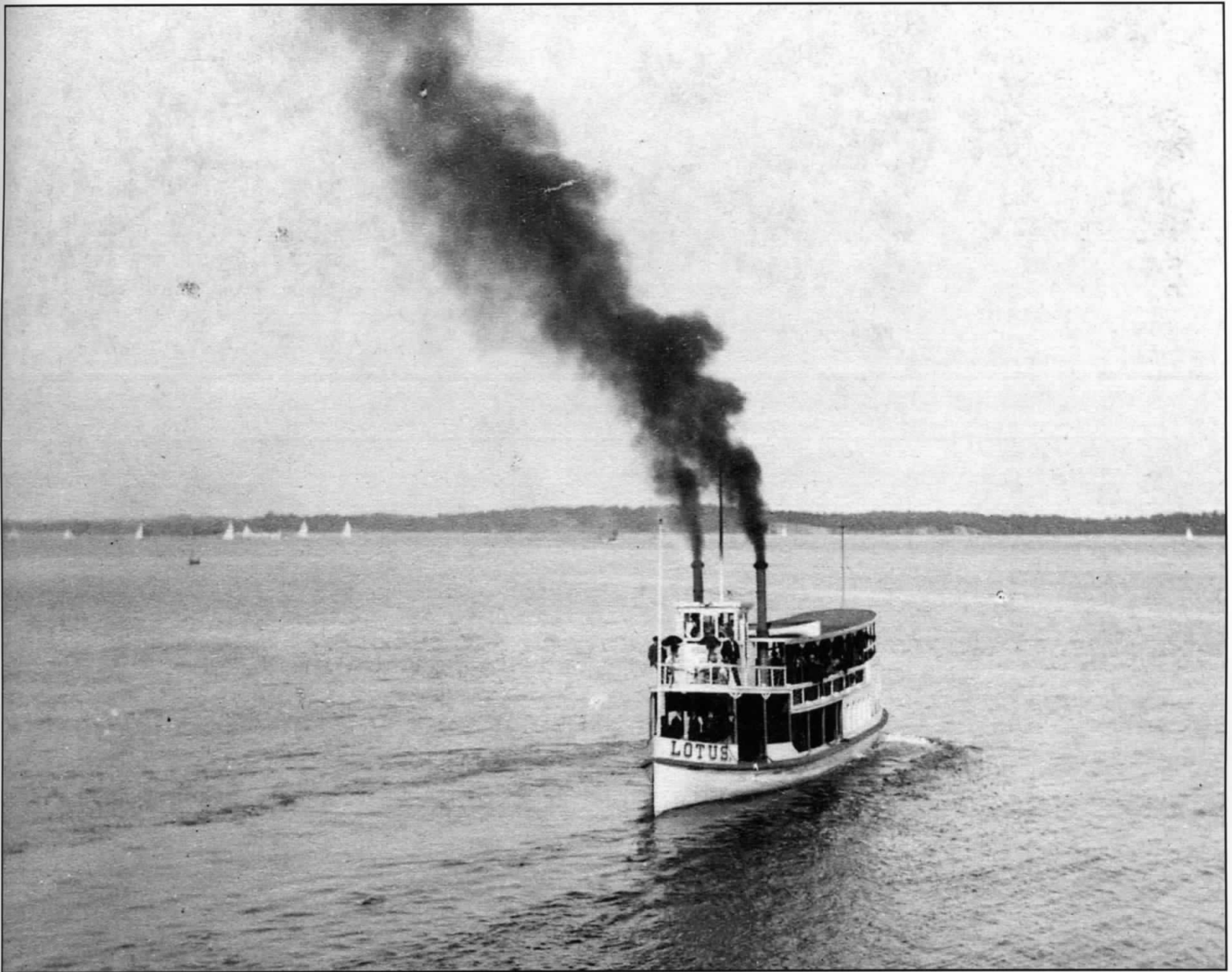


LOTUS

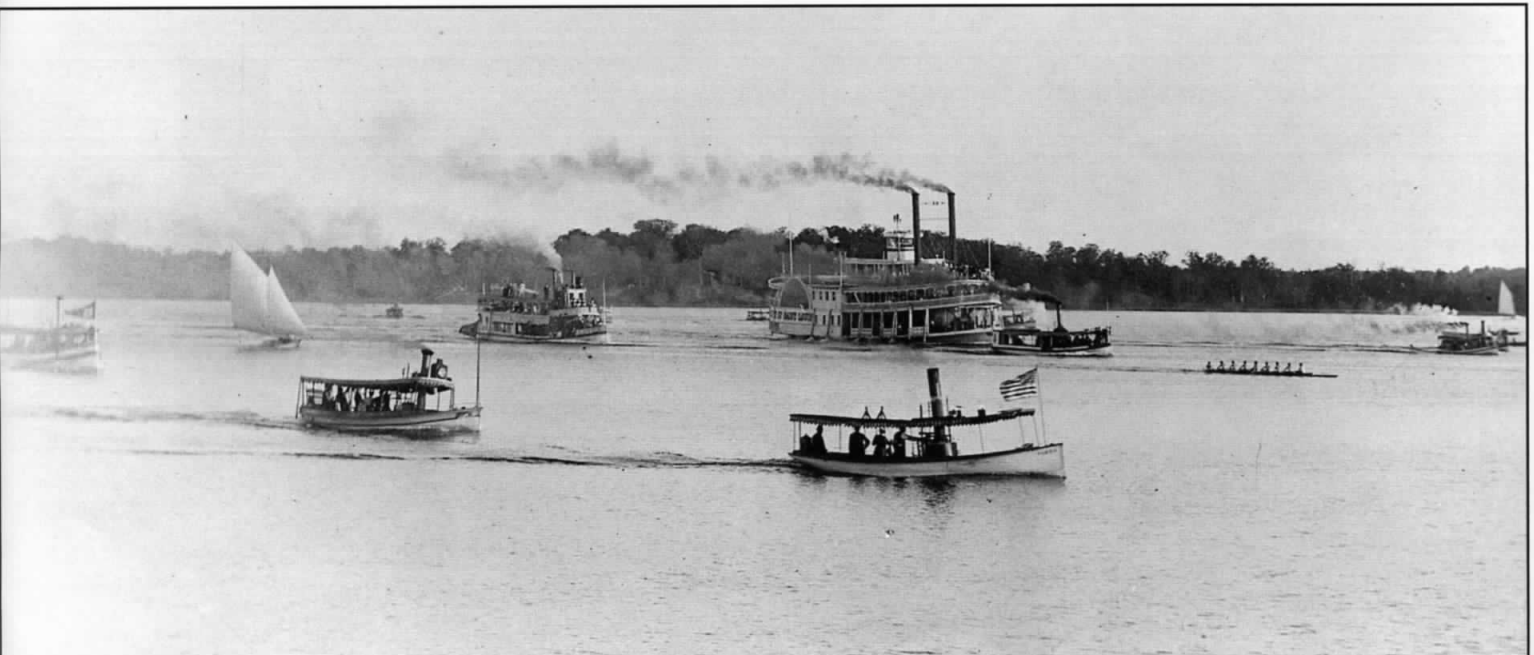
The third, and least flamboyant of the daily Wayzata to Excelsior race participants, was Lotus. It was only 90 feet long, compared to 160 feet for the City of St. Louis and 300 feet for the Belle of Minnetonka. It was screw propelled, while the other two were side paddle wheelers. Nonetheless, photos show it holding its own in, and even winning the cross lake races. It was launched in 1881, the beginning of the peak of Lake Minnetonka resort popularity, by Captain James Johnson for his Lake Minnetonka Navigation Company. For a short time it competed against the City and the Belle, before Johnson purchased both.

Lotus was owned by LMN for its entire life. Most of the steamboats were modified over the years, and available photos show that Lotus was no exception. The upper deck railings are vertical wood spindles in some photos, and wood frame with wire netting in others. The main deck stern cabin is more enclosed in some photos. Sometimes there is a large bell mounted behind the pilot house, and sometimes a lifeboat in the same location. Lotus was removed from service in 1897 and scrapped in 1898.





Lotus joins a flottilla of boats pacing a rowing race. Ten steamers are visible in the photo, including City of St. Louis, Lotus, Phoenix and Hebe. Minnesota Historical Society collection. All photos Minnesota Historical Society Collection.





NEIGHBORS ACROSS 31st STREET

Nicollet Station was across 31st Street from Nicollet Park, home of the Minneapolis Millers baseball team. The aerial view shows them both. The photo above shows fans leaving the ballpark, headed for streetcars waiting at 31st & Nicollet. The car at right is probably an extra pulling out for the game break. Minnesota Historical Society collection. The small photo looks north across the storage yard at the first base side of the ballpark. MTM collection.

Rear cover: In November 1961, a Rock Island transfer from Minneapolis passes under the 3rd Street viaduct and skirts the St. Paul Union Depot on its way to the Inver Grove yard. Note the armstrong interlocking linkage from Division Street tower. MTM collection.









MINNESOTA STREETCAR MUSEUM

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